



Blake Trask, Chair  
Max Hepp-Buchanan, Vice Chair  
Ann Boyd  
Allegra Calder  
Jodi Connolly  
Matthew Crane  
Sean Cryan  
Gabe Grijalva  
Kelsey Jones-Casey  
Neal Komedal  
Anna Telensky  
Jean White

## Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** March 2, 2011 / 6:00 p.m. – 8:00 p.m.  
**Chair:** Blake Trask  
**Vice Chair:** Max Hepp-Buchanan  
**Recorder:** Anna Telensky  
**Location:** Seattle City Hall, L280

### Minutes Distribution List:

See Attachment A

### Members Present:

Ann Boyd; Allegra Calder; Jodi Connolly; Sean Cryan; Gabe Grijalva; Max Hepp-Buchanan (Vice Chair); Neal Komedal; Anna Telensky; Blake Trask (Chair); Jean White

### Members Absent:

Matthew Crane; Kelsey Jones-Casey

### Guests:

Sam Woods, Seattle Department of Transportation (SDOT); Darby Watson, SDOT; Jon Layzer, SDOT; Eric Widstrand, SDOT; Sue Byers, SDOT; Josh Stepherson, Stepherson Associates; Zachary Howard, Commute Seattle; Mark Schlelk; Cory Kowalik; Merlin Rainwater; Laura Rabuck, Seattle Likes Bikes; Manny Garcia; Birgitte Gingold; Doug Beeman

### MEETING CALL TO ORDER

- Meeting was called to order at 6:00 p.m. by Blake Trask.

### PUBLIC COMMENT

- Merlin Rainwater stated that Smith Cove Cruise Terminal 91 (site of the Seattle Bicycle Expo) and Nordstrom (which is directly above the Westlake Transit Center) do not include bicycle directions on their websites. She also stated that the Amtrak station does not have bike parking. She is encouraging them all to include more information and facilities for cyclists.

### PRESENTATIONS

*Time:* 6:10 p.m.

**Topic:** King Street Multimodal Hub

*Presenters:* Darby Watson, SDOT

*Purpose:* Provide a briefing on the multimodal transportation hub study

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council  
Resolution 25534

### *Findings / Critical Points:*

- The King Street Station Multimodal Hub was designated in the 2003 Center City Access Study along with Westlake and Colman Dock. The three hubs are key elements of the Center City transportation system that function as both destinations and transfer points for a variety of transportation users.
- The hub study area has been expanded beyond the original plan and now covers six to eight blocks (approximately a quarter mile) located within the Pioneer Square and Chinatown/International District neighborhoods. Each neighborhood is a designated historic landmark district with engaged community groups.
- The hub includes Historic King Street Station (KSS) serving both inner-city rail, intra-city bus and commuter rail; the International District Station serving light rail and local bus service; major surface transit stops; and the future terminus of the First Hill Streetcar. The area is also heavily used by pedestrians, cyclists, general traffic and freight.
- The Hub has a number of dispersed destinations, some of which are grade separated or divided from each other by busy surface roadways. These physical separations result in challenging navigation for pedestrians and cyclists who are transferring between modes or trying to find a local destination. The dispersed nature of the study area and facilities is a challenge to the development of an efficient and cohesive Hub strategy that is an amenity for local residents and daily or one-time visitors.
- In 2013 the First Hill Street car will be in operation down Jackson, and seismic upgrades to support street structures will be complete.
- In 2016 the Alaskan Way Viaduct and Seawall Project will be complete. The second and third floors of King Street Station will be complete. S Washington St and S Main St may be used as a transit couplet for Rapid Ride to future West Seattle North Lot development. Link LRT service to Capitol Hill and Husky Stadium will be complete.
- In 2021 (pushed from 2020) Link LRT service to Brooklyn, Roosevelt, and Northgate should be complete.
- In 2030 street support structures (4<sup>th</sup> Ave S, S Jackson St, 2<sup>nd</sup> Ave Ext S, S Main St) will be/are replaced. The North Lot development will be complete, and there is the potential for streetcar expansion to link South Lake Union and First Hill lines.
- Goals of the hub are – easy to use; accessible to all abilities; connected between as many transit systems and routes as possible; imbedded, offering convenient access to adjacent areas; and iconic.
- The scope of the study aims to evaluate existing and planned transportation uses; evaluate existing urban design features and community visions for future needs; develop 2016 and 2030 hub alternatives; and work with stakeholders to develop a preferred hub plan. The public involvement phase is nearing a close, and findings will be presented at an open house in May.
- The project is being staffed in-house. They are partnering with the School of Public Health at UW to do a health impact study, and are exploring opportunities for partnering with other projects to leverage funds, including First Hill Streetcar, King Street Station Restoration, Livable South Downtown, North Lot development, and roadway structures rebuild.
- Community outreach efforts have led to overall consensus on the following goals for the project – lid the openings over the railroads (in 2030, which would require purchasing the air rights from BNSF); restoring the grid by closing 2<sup>nd</sup> Ave Ext S (only sees about 8,500 cars a day, may design it to allow bikes and transit to continue through); making S Jackson a “complete street”; improving and integrating wayfinding; creating more green within streetscapes; repurposing curbspace to allow for easier pickup/drop-off at KSS; removing bus layover areas; improving ped/bike connections between King Street Station and Chinatown/ID Station; pedestrianizing

alleys; and celebrating historic districts and historic shoreline (including link with Trails to Treasure project).

- Current plans for bike facilities on Jackson St include sharrows that end at 6<sup>th</sup> Ave S heading west. Darby is working to improve the bike connection between 4<sup>th</sup> Ave S and 6<sup>th</sup> Ave S, and is also considering a possible bike box on 2<sup>nd</sup>.

*SBAB Comments/Questions:*

- SBAB is concerned that increasing pickup/drop-off traffic on Jackson in front of a new main entrance to KSS will be dangerous for cyclists.
- Q: Is there a possibility for more bike facilities heading south and west once the rail roads have been lidded over? A: There is a pretty significant grade change that would make this difficult.
- Q: Is there any opportunity for a bike facility to be incorporated into redesign, including lockers/showers/rentals/etc? A: There is a grant starting in May looking at secure bike parking, and this is one area that is being considered. Looking into a smart card system with corral style parking rather than lockers, but not looking at anything more extensive at this point.
- SBAB suggests possible expansion of the Bike Port as part of this project.
- Q: Will there be any bicycle linkages to the Yesler Terrace redevelopment project as part of this redevelopment? A: They will consider it.
- Q: There is significant traffic around this area related to sports events and Sunday free parking, will this be addressed in the redevelopment plan? A: Since the redevelopment is planned for 2016/2030, they are trying to look beyond current traffic patterns.
- Q: Any opportunity to improve bike facilities on 5<sup>th</sup> Ave S? A: Looking at trying to improve area where bicyclists can only turn right while transit continues straight to allow bikes to turn left or continue straight as well.
- Q: Could Main be used as an east/west route in this area? A: No, it doesn't continue all the way through. Jackson St between 4<sup>th</sup> and 6<sup>th</sup> is also a problematic for bicycle facilities because of the amount of transit that runs on Jackson and because there is too much traffic to reduce lanes and install bike lanes.
- Q: Can the plan include bike parking on the public plaza? A: They would rather get bike parking into the two transit stops which see much higher numbers of cyclists.

*Action Item or Follow-Up:*

- At the open house in May, SDOT will have a set of recommendations based on the study. SDOT will come back to SBAB after the open house to get feedback and help prioritizing the recommendations.

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*Time:* 6:40 p.m.

**Topic: Dexter Avenue N Construction**

*Presenter:* Sue Byers and Eric Widstrand, SDOT; Josh Stepherson, Stepherson Associates

*Purpose:* Provide SBAB with an update on the construction plan for Dexter Ave N

*Findings / Critical Points:*

- The project will involve resurfacing the street; pavement maintenance; fixing curb ramps; providing buffered bike lanes on each side of the street; installing in-lane bus stops and bus islands; installing street lighting upgrades; and installing drainage upgrades.

- The buffered bike lanes will be six feet wide with two feet of buffer. There will be ten bus islands, and the bike lanes will not be buffered adjacent to the islands. The project will not involve any new marked crosswalks.
- Construction will begin on March 7<sup>th</sup>, and occur in three phases lasting two to three months each – Phase 1: Fremont Avenue N (Fourth Avenue N) to McGraw Street; Phase 2: McGraw Street to Garfield Street; Phase 3: Garfield Street to Roy Street
- During construction travel lanes will be reduced to one lane in each direction during peak hours (one lane with a flagger during non-peak hours from 9:00 am until 3:00 pm). Bikes will be required to share the lane with cars, and there will be pre-signage reading “Bike lanes closed, bikes in roadway” on both sides of construction to alert bikes and motorists to share the lane.
- Travel lanes will consist of grooved pavement during construction, which must be repaved within 25 days. The contract also requires that all metal plates on the travel lane will be non-skid and have a temporary asphalt shim at a 1 to 12 grade. SDOT has also emphasized the importance of frequent street sweeping to the contractor.

*SBAB Comments/Questions:*

- Q: Will sidewalks be closed during construction? A: There will be some sidewalk closures. Attempts will be made to constrain complete closure and to allow temporary access points. When sidewalks are closed pedestrian traffic will be directed across the roadway to the other side. Sidewalks will only be closed on one side at a time in a particular area.
- Q: Will there be a posted reduction in the speed limit during construction? A: No, but this typically happens around construction projects without having to post a change in speed limit.
- SBAB is concerned about bicyclist safety in having to share a single lane with motorists on a ground-down and grooved roadway surface.
- SBAB is concerned about bicycles using the same lane with motor vehicles without a posted reduction in the speed limit.
- Q: Will there be signage and information on the project website providing information about Westlake and the Cheshiahud Lake Union Loop as optional detours during construction? A: No, this is only done when a construction project is closed to cyclists, and this project is not (After much discussion, project leaders agreed to look into providing this signage and information).
- Q: Is there any way to keep two lanes of traffic open without grooved pavement while working on the two adjacent lanes? A: No, this is time and cost prohibitive, and would force construction into the rainy season which would degrade the quality of the new road and require sooner and more frequent repair work.
- Q: Will the seam in the bike lane that currently poses a hazard to cyclists moving out of the way of an opening car door go away with construction? A: It should, they are planning now with cyclists in mind.
- Q: Can twitter feeds be used to provide cyclists with more frequent and timely updates on the construction process, to help them decide whether to take Dexter on any given day? A: They can look into it.
- SBAB underscored its support of the Dexter Repaving Project and its benefits to bicycle users once completed.

*SBAB Recommendations:*

- SBAB strongly recommends that because Dexter Ave N is a major north-south bike corridor, coupled with the difficulty of riding on grooved pavement for the majority of riders – particularly in this case given the steep up and down grade involved and the necessity to share an 11’ lane with motorists – this construction project should be treated as a closure to bicyclists.

- There should be pre-signage on both sides of construction directing cyclists to optional detour routes (such as Westlake and the Cheshiahud Lake Union Loop Trail); better signage along these routes to help guide cyclists; information on the flyer for bicyclists about these optional detour routes; and information on the project website about these routes.
- SBAB also recommends signage along Dexter where appropriate during construction reading “Sidewalk open to cyclists” and more dynamic methods for keeping people up to date as the project moves forward.
- SBAB emphasizes the importance not placing pavement seams within newly constructed bike lanes.
- SBAB recommends that SDOT bring in SBAB earlier in the planning process for construction projects that will have a significant impact on bicyclists.

*Time:* 7:45 p.m.

**Topic: SDOT Update**

*Presenter:* Sam Woods, SDOT

*Purpose:* Update SBAB on SDOT’s activities

*Findings / Critical Points:*

- Burlington Northern needs to tear out tracks so that the waterline can be replaced. Bids for work on the waterline open next week, and SDOT is looking at May/June for construction. Burlington Northern will then have to rebuild tracks/crossings/etc., and then it will be possible to put in the trail. SDOT is looking at completing the trail this year.
- Sam Woods would like to get SBAB input on the best location for the Wallingford Bike Boulevard. She will set up a weekend ride of the three proposed streets for any interested SBAB members and other relevant parties near the end of March.

*Time:* 7:50 p.m.

**Topic: Closing Thoughts and Next Steps**

*Purpose:* Follow-up discussion of SBAB 2011 workplan

*Findings / Critical Points:*

- The *City of Seattle Traffic Control Manual For In-Street Work* is much more prescriptive for pedestrians than cycling regarding construction access. SBAB will be sitting down with SDOT’s Traffic Management Division, Capital Projects and Roadway Structures (CPRS), and Street Use divisions to look at updating it. Gabe and Max will take the lead on this.
- Based on the discussion related to Dexter Ave, SBAB discussed the notion of whether or not different abilities of bicycle users should be considered in bicycle facility design, or in handling bicycle access during construction projects. Members noted that SDOT does not consider the capabilities of different motor vehicle users and similarly they should not consider differences in bicycle users.
- Blake handed out a draft organizational work plan with SBAB’s priorities for the year. Comments and suggestions are requested in the coming weeks.

**MEETING ADJOURNMENT**

- Blake Trask adjourned the meeting at 8:00 p.m.

## **ATTACHMENT A**

### **March Meeting Minutes Distribution List:**

Michael McGinn, Mayor, City of Seattle

Rebecca Deehr, Strategic Advisor for Policy and Outreach, Office of the Mayor

City Councilmember Tom Rasmussen, Transportation Committee Chair

Peter Hahn, Director, Seattle Department of Transportation (SDOT)

Sam Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development, SDOT

Diane Sugimura, Director, Department of Planning and Development (DPD)

Bernie Agor Matsuno, Interim Director, Department of Neighborhoods (DoN)

Doug Cox, Assistant Transportation Planner, SDOT Liaison

Eric Widstrand, Traffic Operations Manager, SDOT

Allie Gerlach, SDOT Communications

Meeting Presenters: Darby Watson, SDOT; Sue Byers, SDOT; Josh Stepherson, Stepherson Associates

City of Seattle Council Transportation Committee Members

City of Seattle Neighborhood District Coordinators

Seattle Bicycle Advisory Board (SBAB) Board Members

Individual Meeting Attendees